

# ILLINOIS

## Current Condition of Transportation:

- 35% of IL's major roads are in poor condition<sup>1</sup>
  - ASCE road grade of D+<sup>2</sup>
  - Costs each Illinois motorist \$540 a year in extra maintenance <sup>3</sup>
  - A total of 4,703 lives were lost on IL's highways from 2009 to 2013 <sup>4</sup>
- Vehicle travel on IL's highways increased 26% from 1990-2013<sup>5</sup> while the state population grew by 13% in that time<sup>6</sup>
- 43% of IL's major highways are congested<sup>7</sup>
  - Congestion in America costs motorists \$121b annually in wasted fuel

## Commerce:

- 68% of the \$639b in goods shipped within IL traveled by truck across the state's vast highway infrastructure<sup>8</sup>

## Need for Federal Investment:

- 39% federal share of Illinois Highway Capital Program<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>10</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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**DRIVE Act**      **—————>**      *What this does for Illinois*

## Prioritize bridge reconstruction and safety:

- Increased bridge set aside funding for:
  - IL's 2,216 structurally deficient bridges - 16% of Illinois's bridges are rated as structurally deficient or functionally obsolete<sup>11</sup>
  - Current ASCE bridge grade of C+<sup>12</sup>

## Improve Commerce:

- FY16 Dedicated funding for Freight Program: \$71,733,611
- Prioritizes federal spending on the interstate for projects in the national economic interest

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<sup>1</sup> TRIP

<sup>2</sup> ASCE

<sup>3</sup> TRIP

<sup>4</sup> FHWA

<sup>5</sup> TRIP

<sup>6</sup> FHWA

<sup>7</sup> TRIP

<sup>8</sup> TRIP

<sup>9</sup> ARTBA

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

<sup>12</sup> ASCE

**Long-Term 6-Year Certainty:**

- Total FY16 share: \$1,473,211,901

Critical Projects:

- **The Illiana Corridor**, A 47-mile, east-west highway facility that will connect I-55, Illinois and I-65, Indiana
  - a. Estimated cost of project **\$1.3B**
  - b. Would improve regional mobility, travel times and access to jobs by addressing growing east-west regional and national traffic demand.
  - c. Accommodate market demands for increasing freight logistic transportation and more efficient freight movement including better accommodation of regional and national truck trips.
  - d. Estimated \$1 million in daily travel time savings
  - e. CMAP estimates that the construction of Illiana will result in a \$425M increase in gross regional product.
- Jayne Bryne Interchange, Chicago, IL: critical for freight movement on Interstate and arterial roadways, as well as to regional railroads and waterways
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase IL's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on IL's ability to properly plan and budget for transportation projects.
- DRIVE gives IL the ability to prepare for the next 50 years. With a focus on innovation, IL can better deploy technology to improve the state transportation network.